		NTSB ID: SEA04LA074		Aircraft Registration Number: N3275Q	
		Occurrence Date: 04/27/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Montour	State ID	Zip Code 83617	Local Time 1500	Time Zone MDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Schramm		Model/Series Helicycle		Type of Aircraft Helicopter	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>HISTORY OF FLIGHT</p> <p>On April 27, 2004, approximately 1500 mountain daylight time, a Schramm Helicycle experimental/homebuilt helicopter, N3275Q, was destroyed after impacting terrain while maneuvering near Montour, Idaho. The aircraft was registered to and operated by a private individual. The private pilot, sole occupant of the aircraft, sustained fatal injuries. Visual meteorological conditions prevailed for the 14 CFR Part 91 personal flight, and a flight plan was not filed. The flight departed Montour at 1406.</p> <p>In a telephone interview with the NTSB investigator-in-charge (IIC), personnel who worked with the pilot reported that during the morning of the accident the pilot was doing a photo shoot prior to landing at Montour for fuel. An employee reported that 5 gallons of JP4 fuel was added to the center tank, which is elevated between the left and right tanks and fills the lower outboard tanks by gravity. The employee further reported that the fuel was supplied with the company's own equipment. The employee stated that after the fueling was completed the aircraft's departure was witnessed by ground personnel who were also in communication with the pilot. The helicopter was observed until it went out of sight around a hill, which was the last time it was heard from. No witnesses reported seeing the accident and the pilot was not in radio contact with any air traffic control facilities, or automated flight service stations.</p> <p>At approximately 1900 on April 27th, an alert notification (ALNOT) was issued for the aircraft. According to law enforcement personnel, at 0819 on the morning of April 28th, the aircraft was located by search and rescue personnel partially submerged in the Payette River about 1 mile northwest of Montour.</p> <p>PERSONNEL INFORMATION</p> <p>The pilot held a private pilot certificate for helicopters. On his last Federal Aviation Administration (FAA) application for a third-class medical certificate, which was dated September 30, 2003, he reported a total flight experience of 1,500 hours, with 10 hours in the last 6 months.</p> <p>METEOROLOGICAL INFORMATION</p> <p>A weather observation was taken about 7 minutes before the accident at the Boise Air Terminal/Gowen Field (BOI), Boise, Idaho, which was located approximately 25 miles south-southeast of the accident site. According to the observation, the wind was 340 degrees at 6 knots, visibility 10 statute miles, sky clear, temperature 80 degrees Fahrenheit, dew point 34 degrees Fahrenheit, and an altimeter setting of 29.91 inches of Mercury.</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: SEA04LA074

Occurrence Date: 04/27/2004

Occurrence Type: Accident

Narrative (Continued)**WRECKAGE AND IMPACT INFORMATION**

Examination of the accident site by a Federal Aviation Administration (FAA) airworthiness inspector, revealed extensive damage due to impact forces with the water. The pilot's seat belts, shoulder harness and their attachments were intact. The wreckage was in several pieces with the turbine engine and accessories separate from the helicopter's airframe structure. Both rotor blades were still attached to the mast. One rotor blade was bent up just outboard of the mast attach point and was missing the outboard 5 feet of the blade. The other blade remained in one piece and slightly bent down. The inspector reported observing numerous rubber hoses with only one automotive hose clamp securing the ends. The tail rotor, tail rotor drive shaft, and a major portion of the empennage of the helicopter were never recovered. Also, the lower two fuel tanks were not recovered. The inspector reported that during his inspection the main rotor mast was free to turn and remained connected to the gearbox. Control continuity could not be determined due to the extensive damage to the rod ends and tubular components of the flight control system. The inspector observed a small metal arm that was welded to the tail rotor pedal control torque tube, approximately 1 inch inboard and below the pilot's left pedal, was broken off. The pedal system was removed and forwarded to the IIC for further evaluation. The inspector related that ground personnel who assisted and observed the pilot takeoff confirmed that the pilot was wearing a helmet equipped with a digital movie camera. The helmet and camera have not been recovered.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed on the pilot by the GEM County Coroner's Office, Emmett, Idaho, on April 29, 2004. The cause of death was listed as "Blunt force trauma secondary to a helicopter accident".


A toxicology examination, performed by the FAA's Toxicological and Accident Research Laboratory, Oklahoma City, Oklahoma, on May 27, 2004, was negative for carbon monoxide, cyanide, and ethanol, but listed Propanolol detected in Blood and Doxylamine present in Urine. Propanolol is a prescription blood pressure medication. Doxylamine is an over-the-counter antihistamine.

TEST AND RESEARCH


The rudder pedal assembly was sent to the NTSB Materials Laboratory Division, Washington, DC., for examination. The Senior Metallurgist reported the rudder pedal assembly was fractured at the intersection of the left pedal output arm and the cross tube. The cross tube fracture was wholly contained in the cross tube material immediately adjacent to the output arm weld bead. Magnified visual examinations of the fracture surfaces and surrounding materials found features and deformation patterns consistent with a bending overstress separation. No preexisting cracking or weld defects were present. The cross tube was bent both vertically and horizontally and deformation was present at the right output arm similar to the left, but it was not fractured.


ADDITIONAL DATA


The aircraft was released to the owner's representative on May 28, 2004.

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Narrative (Continued)

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		Occurrence Date: 04/27/2004			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Schramm		Model/Series Helicycle		Serial Number HC001	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Skid					
Homebuilt Aircraft? No	Number of Seats: 1	Certified Max Gross Wt. 850 LBS		Number of Engines: 1	
Engine Type: Turbo Shaft	Engine Manufacturer: Solar	Model/Series: T62		Rated Power: 160 HP	
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time 175 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner Buford J. Schramm		Street Address			
		City Caldwell	State ID	Zip Code 83605	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
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		Occurrence Date: 04/27/2004																																																																																
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First Pilot Information																																																																																		
Name		City		State	Date of Birth	Age																																																																												
On File		On File		On File	On File	65																																																																												
Sex: M	Seat Occupied: Center	Principal Profession: Business			Certificate Number: On File																																																																													
Certificate(s): Private																																																																																		
Airplane Rating(s): None																																																																																		
Rotorcraft/Glider/LTA: Helicopter																																																																																		
Instrument Rating(s): None																																																																																		
Instructor Rating(s): None																																																																																		
Type Rating/Endorsement for Accident/Incident Aircraft?			Current Biennial Flight Review?																																																																															
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.		Date of Last Medical Exam: 09/2003																																																																														
<table border="1"> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> <tr> <td>Total Time</td> <td>1500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	1500										Pilot In Command(PIC)											Instructor											Last 90 Days											Last 30 Days											Last 24 Hours										
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Last 30 Days																																																																																		
Last 24 Hours																																																																																		
Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? Yes		Second Pilot? No																																																																												
Flight Plan/Itinerary																																																																																		
Type of Flight Plan Filed: None																																																																																		
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																													
Montour		ID		1406	MDT																																																																													
Destination		State	Airport Identifier																																																																															
Local Flight																																																																																		
Type of Clearance: None																																																																																		
Type of Airspace: Class G																																																																																		
Weather Information																																																																																		
Source of Briefing: No record of briefing																																																																																		
Method of Briefing:																																																																																		
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 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: SEA04LA074		
			Occurrence Date: 04/27/2004		
			Occurrence Type: Accident		

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
BOI	1553	MDT	2871 Ft. MSL	27 NM	165 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 29.86 "Hg
Temperature: 27 °C	Dew Point: 1 °C	Wind Direction: 340		Density Altitude: 4562 Ft.	
Wind Speed: 6	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Destroyed		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground					
- GRAND TOTAL -	1				1

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NTSB ID: SEA04LA074

Occurrence Date: 04/27/2004

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Thomas M. Little

Additional Persons Participating in This Accident/Incident Investigation:

Terry Bateman
Aviation Safety Inspector
Federal Aviation Administration
3295 Elder Street
Boise, ID 83705